Amendments to the Specification:

Please replace paragraph [0013] with the following amended paragraph:

[0013] Figure 3 is a frontal view of one embodiment of the transmission system which utilizes a gear system, and a housing formed about the dual jet units.

Please add the following new paragraphs after paragraph [0014]:

[0014.1] Figure 5 is a frontal view of another embodiment of the transmission system which utilizes a pulley and belt system, and a housing formed about the dual jet units.

[0014.2] Figure 6 is a frontal view of another embodiment of the transmission system which utilizes a sprocket and chain system, and a housing formed about the dual jet units.

Please replace paragraph [0024] with the following amended paragraph:

[0024] As will be readily appreciated by those skilled in the art, although the gear system 38 depicted incorporates the use of gears 42, 46, a wide variety of other transmission schemes and mechanisms can be deployed which are operative to produce the same effect whereby multiple jet units, in this case side-by-side jet units, are simultaneously driven by a single driveshaft of an engine. An example of such an alternative transmission means is illustrated in FIG. 5, in which a first alternative transmission system 58 incorporates the use of side pulleys 56 and 54. A central pulley 52 is driven by the driveshaft connected to the driveshaft coupling 40. A belt 53 operatively connects the central pulley 52 to the side pulleys 56 and 54. In a preferred embodiment, belt 53 is of a unitary construction as illustrated. However, in alternative embodiments there may be individual belts connecting the central pulley 52 and the side pulley 56, and the central pulley 52 and the side pulley 54. In yet another exemplary configuration as illustrated in FIG. 6, a second alternative transmission system 68 is a chain type drive system. A center sprocket 62 is driven by the driveshaft connected to the driveshaft coupling 40. A chain 63 operatively connects the center sprocket 62 and side

sprockets 66 and 64. While in a preferred embodiment, chain 63 is a unitary structure, alternative embodiments may provide for separate chain connecting the center sprocket 62 and each of side sprockets 66 and 64. ~~For example, it is contemplated that such transmission system may incorporate the use of pulleys instead of gears which would be operatively coupled to one another via a single belt drive or dedicated belt drives. Alternatively, gears, 42, 44, 46 may be replaced with conventional sprockets and operatively coupled to one another via a single chain or dedicated chains to produce a chain type drive system.~~ Still further, it is contemplated that any of a combination of such mechanisms, whether it be gears, belt-drives, or chain-drives, not to mention all other types of conventional drives that can either now or later developed may be readily utilized in the practice of the present invention. It is further contemplated that multiple drive shafts may be incorporated to thus simultaneously drive the jet units from a single unit driveshaft. Accordingly, the transmission system 38 should be construed as broadly as possible to encompass such well-known and recognized variations.